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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	
SUBJECT	1. VEB Neptunwerft (Neptune Shipyard) Rostock: Activities as of 5 September 1956 2. Former German U-Boat Salvaged and Being Repaired at the Neptunwerft	DATE DISIR.	26 October 1956
DATE OF INFO.		NO. PAGES	2
PLACE & DATE ACQ.		REQUIREMENT NO.	
		REFERENCES	
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Freighters

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1. Freighters XVII and XVIII - the former an export order for the USSR and the latter for Bulgaria - will undergo their first trial runs on 15 September 1956.
2. Freighter XIII - called the THAELMANN PIONIERE - will have its first trial run at the end of October 1956.

PERESVET and KUSHKA

3. The PERESVET (formerly the CASTOR) was handed over to the Soviets on 25 August 1956.
4. According to the original timetable, the KUSHKA should have been handed over to the Soviets at the end of September 1956. As of 5 September 1956, the engines were being tested; these tests revealed faults resulting in excess vibration and it is possible that the delivery date will not be met.

TB-17

5. It had been intended to deliver the torpedo boat TB-17 to the Soviets during July 1956. By the end of July 1956, however, the upper half of the foremast had been dismantled so as to permit the mounting of a new type of aerial. By 5 September 1956, the work had not progressed sufficiently for a clear idea of the aerial array to be ascertained.

OBJEKT "A"

6. The German U-Boat that was salvaged in the Baltic Sea at the end of June 1956 is now officially known in the shipyard as OBJEKT "A".

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7. Only 4 U-Boats of this particular type were ever constructed. At the time of their construction in the Neptunwerft in 1944, they were the first of a new type; by the end of the war those that had not been sunk were deliberately destroyed by the Germans. Up to now only one - OBJEKT "A" - has been recovered and the following is its description.

- a. Length about 25 m.
- b. The interior is divided into three main compartments;
 - (1) Crew's quarters and torpedo storage room;
 - (2) Main engine room;
 - (3) Room for electrical power units.
- c. Four torpedoes can be carried. On each side of the bows there is one torpedo hatch about 1.5 m long.
- d. The main engines are Diesel.
- e. On each side of the stern there are two electric power units housed in steel containers. The coils of wire inside these containers are now completely destroyed.
- f. The U-Boat has a 2-bladed propeller about 1 m in diameter.
- g. At present the U-Boat has no armament.
- h. There is a hatch about 1 m forward of the conning tower.
- i. At the bows under the boat there is a circular steel tubular attachment approximately 40 cms in diameter and 30 cm deep. Inside this attachment there is an oval-shaped chamber about 20 cm in diameter at its widest point and 10-15 cm at its narrowest point. The sides of this chamber are pierced with oval-shaped perpendicular holes 2 cm in diameter, the interval between the holes being about 1.5 cms. In the space between this oval chamber and the surrounding tubular attachment hang 12 rubber insulated wires.
- j. Bri^rade Kastner, consisting of 14 men, has been instructed to carry out all necessary repairs on this U-Boat; in addition, two specialist mechanical engineers and two experts in installing steel pipes have been attached to the group.

8. During October and November 1956, the Neptunwerft expects to receive after salvaging (for refitting and repair) a destroyer and an 8000-ton antiaircraft ship; both ships, formerly belonging to the German Navy, were sunk in the Baltic Sea during World War II.

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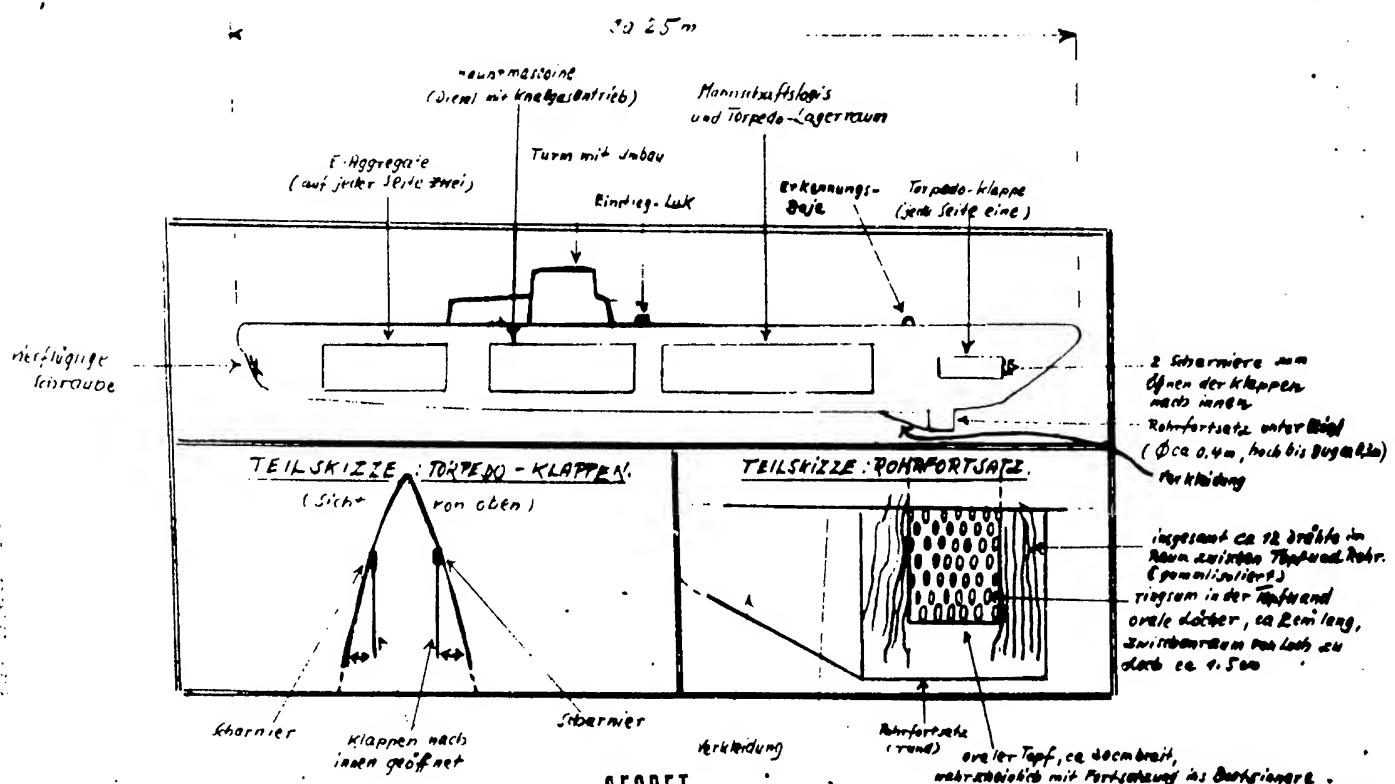
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NEPTUN-WERFT ROSTOCK : RAUHNANORDNUNG DES U-BOOTS.

Skizze ohne Maßstab.

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